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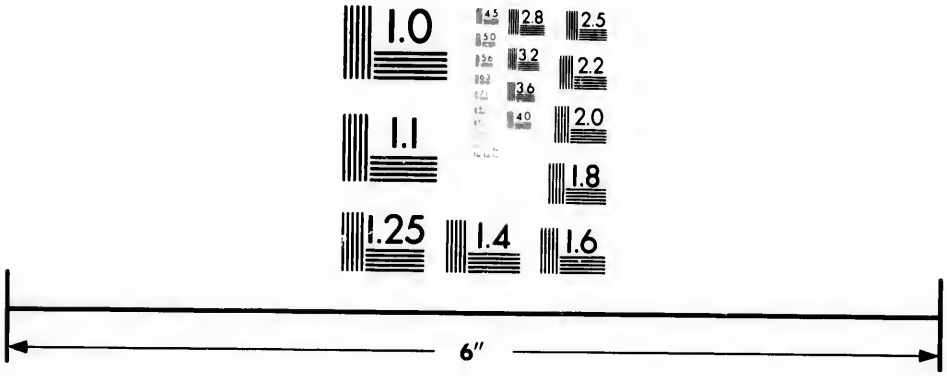

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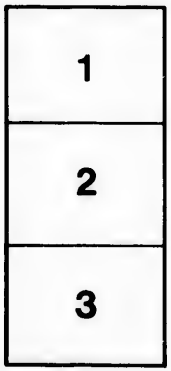

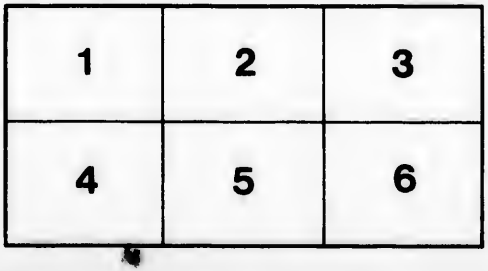

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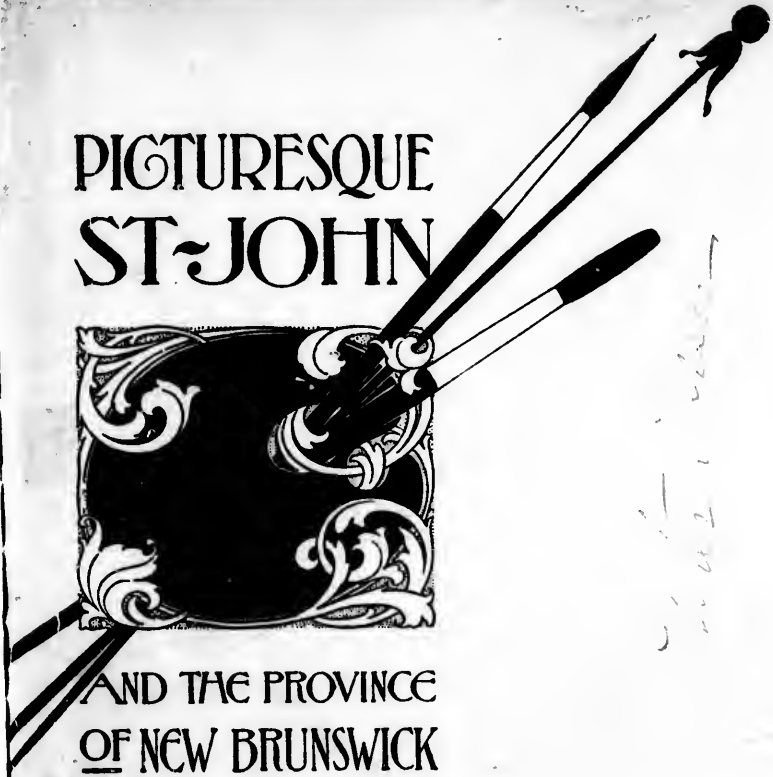
PICTURESQUE ST. JOHN



AND THE PROVINCE OF NEW BRUNSWICK

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P5

THE plates used in this booklet are from photos by A. E. Clarke, LeB Robertson, D. L. Hutchinson, G. A. Henderson, H. Climo, I. Erb & Son, R. Dole, F. H. J. Ruel and H. D. White, of St. John, and G. A. Burkhart of Fredericton.

Some Chief Magistrates of New Brunswick.

Falls and Bridges of the St. John, with City in Background.

Picturesque St. John, and the Province of New Brunswick.

THIS is an athletic age, and tourist people nowadays are tir'ng of the conventionality of fashionable tourist resorts and are looking for newer and more novel scenes, where they can gratify their newly formed tastes for bicycling, canoeing, amateur photography, the contemplation of fresh and characteristic scenes, the study of new types. Then the more adventurous spirits want the very best hunting and fishing, and they long for the exploits of the pursuit of big game. All desire a cool climate, easy access, good hotels and the conveniences of life.

All these things the Maritime Provinces afford, and they are destined to be the future cooling-off place for American tourists during the hot summer months. An increasing number are coming down yearly, and enlarged facilities for their transportation and accommodation are being added yearly. St. John is the natural distributing centre for Maritime tourist travel. Here converge the great highways of travel that ramify through every portion of these Provinces, and trips can be planned taking in all the varied places of interest,—the lordly, unrivalled St. John River, the game regions of the Intercolonial Railway, the land of Evangeline, and the beautiful Bras d'Or country.

St. John is easily reached from Boston. By the steamers of the International Line making daily trips to St. John, the journey can be made in nineteen hours. The Dominion Atlantic Railway also have a daily service to

The Harbor.
King Street during Diamond Jubilee.

Views at St. John, N.B.

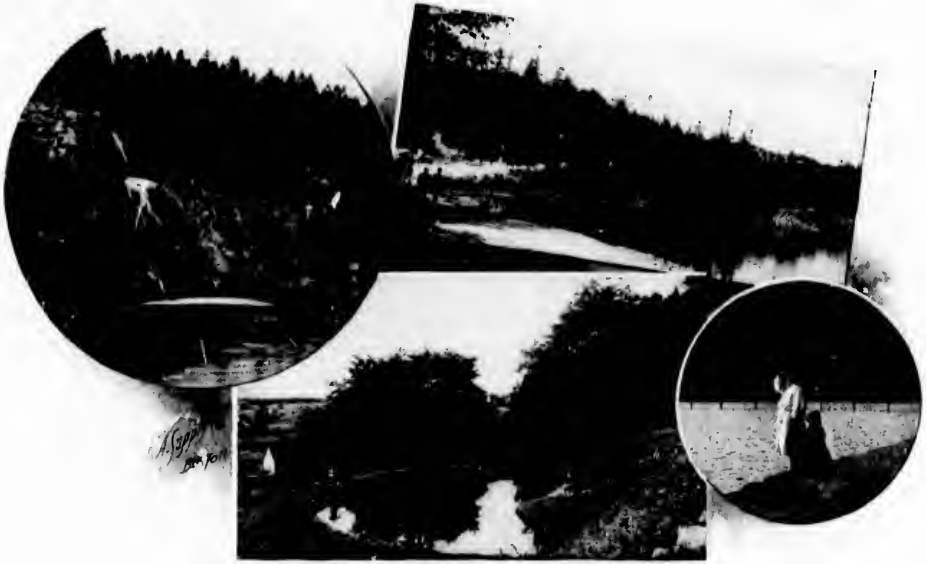
Market Slip.
The Bridges.

St. John via their rail and steamer route, occupying about the same time as their competitors. The all-rail route brings St. John within fifteen hours' distance of the Hub.

There is no oppressive heat in St. John. The summer climate varies from 60° to 80° F., and the days are balmy and delightful. The pleasant breezes from the Bay of Fundy are invigorating, and there is none of the languor and weariness that is felt in the hot cities of the Eastern States. There are, moreover, no sultry, sleepless nights, and refreshing slumber never forsakes the eyelids of the happy dweller in this favored clime.

The metropolis of New Brunswick is a handsome, attractive city. It is built on a succession of hills grouped around a spacious harbor. The principal thoroughfares are lined with substantial brick and stone structures, the streets are wide and well-paved, and there are all the modern conveniences of an excellent electric car service, commodious and up-to-date hotels, a thorough system of street lighting, handsome churches and public buildings, well kept squares, an opera house and other places of amusement. The leading hostelries are the Royal, Victoria, Dufferin, and Stanley. These are all centrally situated on the line of the street cars and are complete in their accommodations, possessing all those conveniences that are indispensable to travellers. Among the notable public buildings are the Custom House, Banks of Montreal, New Brunswick and Nova Scotia, City Hall, Intercolonial Railway Depot, Post-Office, Court House, Wiggin's Male Orphan Asylum, High School, General Public Hospital, Asylum for the Insane, and Convent of the Sacred Heart. Some of the churches are beautiful examples of architecture, notably Trinity (Anglican), the Roman Catholic Cathedral, Centenary Methodist, St. Andrews and St. Davids Presbyterian, and Germain and Main Street Baptist.

St. John is a city of some considerable commercial importance. It was at one time one of the first half dozen ports of the world in registered shipping, and now it commands attention as the Canadian Winter Port. As a result of the city's enterprise in providing itself with adequate terminal facilities, it has become the winter terminus of several important steamship lines, carrying the products of the west to Great Britain, and with further terminal works to be constructed by the Intercolonial Railway, this business promises to be tripled and quadrupled. As a lumbering and



Scenes in Rockwood Park, St. John.

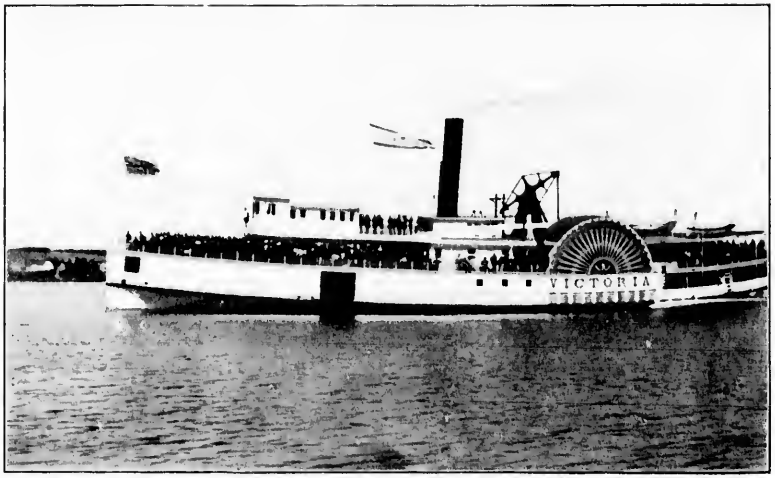
manufacturing city, and as the chief distributing centre of the Maritime Provinces, the city also fulfills important functions.

The chief places of interest, from the tourist point of view, about the city are the Park, the Reversible Falls, and the Bay Shore. The Park is located on the highlands back of the city, commanding a grand stretch of land and seascape, and presenting a pleasing diversity of lake and lawn hill and dale, undulating driveways and beautiful greensward. There is also an artistically laid out Public Garden in an area shaped like the hollow of a man's hand. The Park is a recent acquisition to the attractions of the city, and owes its existence to the public-spirited citizens composing the Horticultural Association. Not far from the Park is Fern Hill, St. John's city of the dead, which is beautifully laid out and carefully maintained.

It is a most pleasant drive to the Falls and the Bay Shore. The Reversible Fall is the great natural wonder of St. John. The tremendous volume of water of the river empties into the harbor through a narrow gorge. Twice a day there is a battle of giants between the mass of river-water and the overwhelming Bay of Fundy tide. When the river wins, it falls with deafening roar upon the tide water; when the tide wins, the fall is reversed, and the tide-water rushes leagues and leagues up river. Then when the combatants rest, the water is as placid as a mill-pond. Nowhere else in the world do just such conditions as these exist, and nowhere else is there a reversible fall. The gorge is spanned by a cantilever railway bridge and a suspension passenger bridge, from which a good view is obtained of the swirling rapids and eddies, and the seething mass of falling waters.

The seashore is a delightful stretch of beach for bathing and picnicing purposes, and the constant breeze from the Bay of Fundy makes it a resort of perennial coolness. The most sought bathing beaches are the Bay Shore and Duck Cove, which are reached by carriage or by the Carleton Ferry, street cars and bus lines.

There are many delightful drives radiating from the city and leading to various suburban resorts. The roads are excellent for wheeling, and the river breezes temper the heat of the summer sun. The favorite drive is along the lovely Kennebecasis River to Rothesay, nine miles from town. Another pleasant excursion by carriage or wheel is to



An Excursion Day on the Queen of the St. John River.

Loch Lomond, ten miles away, and Westfield, on the St. John fourteen miles distant, is another objective point for excursionists. At all these places there are first-class hostelries where the inner man may be refreshed. Rothesay and Westfield contain the summer residences of many citizens of St. John, and the river affords excellent facilities for boating, yachting and canoeing. Loch Lomond is known chiefly as a fishing resort. The angler will not have to go far from St. John to find excellent trout fishing. There are many lakes within a radius of a dozen miles from the city where good fish may be caught.

No one who visits St. John should fail to enjoy a trip on the lovely St. John River. There is no more delightful way of spending a day in any part of the Maritime Provinces. The river affords a succession of ever changing pictures, each one surpassing in beauty and interest the one preceding. There are first the palisaded cliffs of the Narrows, then the grand sweep of river at Grand Bay, where the fresh breeze fills the lungs with invigorating ozone, the long sweep of the Long Reach, with its verdure-clad hills and its island-dotted stretches, the lawn-like intervales further up, rimmed with luxuriant maples, elms and poplars, then the gradually receding terraced banks, fully cultivated, and forming a perfect picture of pastoral simplicity. The smoke of cities have not dimmed the azure sky, and Arcadia lives again in the valley of the St. John. Then as the ultima thule the Celestial City is reached, the fitting culmination of this progress through ever-expanding delights.

Fredericton is eighty-four miles up river, and by the fast steamer Victoria, of the Star Line, the trip can be made in six hours or less. The Victoria is a superb steamer, commodious, and handsomely and comfortably equipped. But this company's fleet are all splendid steamers. Special excursion rates are offered for the round trip to Fredericton by the Star Line and return by Canadian Pacific Railway the same evening. Fredericton is the capital of the Province, a military town, varsity town, and Episcopal see. With its handsome front street and its ornate residences, it presents an appearance of opulence. There are many beautiful drives all about and the hotel accommodation is excellent.

The sail from St. John up the Washedemoak in the gallant Captain Porter's steamer, Star, is another source of

St. John and Harbor, from Fort Howe.

delight. The Washedemoak is as picturesque as its name implies, and even outrivals the St. John for scenery of the rugged and majestic type. For the camera lover and the artist it is a veritable paradise, and probably no place on the continent offers more beautiful landscapes or waterscapes for the sketch-book or photographic plate to reproduce. Then the huntsman and fisherman will find game, big and little, worthy of his keen eye and unerring right arm in the Washedemoak country.

The steamer Clifton goes up the lordly Kennebecasis to Hugh McCormick's river-side house, the Willows, and to Hampton. This is a delightful sail, and no one should fail to take the excursion trip. There are two pretty summer hotels on the main river, the Cedars and the Evandale, twenty five and thirty miles up respectively.

There is a spirit of poetry in the St. John River, but the world yet awaits the coming of the inspired son of the river who will sing of the grand and heroic events that have transpired there, - the tale of the heroine of the St. John, Madam La Tour, one of the noblest women characters depicted on the tapestries of history; the story of the stoical, intense, poetical children of the forest, the dashing, picturesque coureurs de bois and their feuds and amours; the grand tale of the coming of the chivalrous loyalists, and their hardships amid the rigors of a Canadian winter, the picture of the aristocrats of New England, transplanted to forests primeval to rear a new home and create a new people.

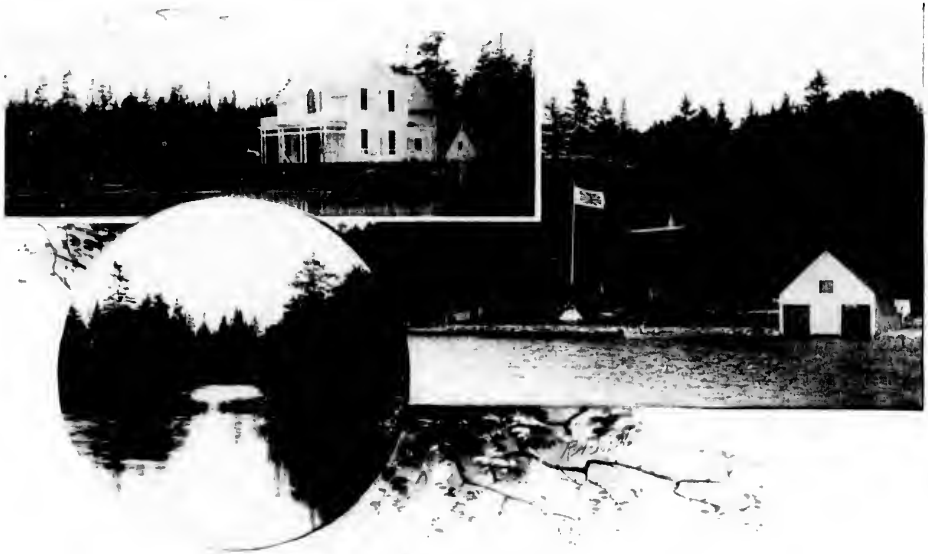
But new sources of delight await us. There is the trip over the Intercolonial Railway to Moncton and the North Shore. At Moncton there is the unrivalled Bore to see, a wall of water, sometimes as high as four feet, that rushes up the Petitcodiac at racing speed, with thundering roar and crested with foam, inspiring the beholder with awe at the strange ways in which Nature manifests her power. Then northward the magnificent fishing and hunting grounds of the Restigouche and Miramichi await the angler and hunter. The sport that can be had here is not surpassed on the continent. Many prominent Americans and Upper Canadians have preserves here and come down every summer to enjoy the fishing. As a result of New Brunswick's fine representation at the Sportsmen's Fair, recently held in Boston, it is expected that there will be a larger number than ever this year.

Reed's Point at High Tide, St. John Harbor.

Then there is the journey across the Bay of Fundy, in the fast and commodious steamer Prince Rupert, and through the fruit garden of Canada, to Kentville or Wolfville, where there are manifold delights. These towns are not far from the home of Evangeline, and it is well for the tourist to visit them and steep himself in the champagne atmosphere of Minas and in the subtle inspiration of the place.

The game laws of the Province of New Brunswick may be briefly summarized as follows: The open season for moose, caribou, deer, duck, woodcock and snipe extends from September 1st to January 1st. The hunting or killing of moose or caribou west of the St. John River is prohibited for two years from September 1st, 1898, and for five years in Albert County. The shooting of cow moose and female moose calves is prohibited. Each hunter may shoot one moose, one caribou and two deer in a season. Non-resident sportsmen and guides desiring to hunt moose and caribou are required to take out a license, paying a fee of $20.00. Residents pay $2.00. No license is required for the hunting of deer. The open season for partridge extends from September 20th to December 1st. The shooting of geese and brant by non-residents is prohibited. The open season for salmon is from February 1st to August 15th; for speckled trout from April 1st to September 15th; for lake trout or land-locked salmon, from May 1st to September 15th. All required information can be obtained from the Crown Land Department at Fredericton.

Prospective tourists desiring detailed information about the Province should write the Secretaries of the Tourist Associations at St. John and Fredericton. These organizations were established for the purpose of interesting tourists in the Province, the dissemination of information, and the promotion of those things which would add to the attractiveness of the Province from a tourist point of view.

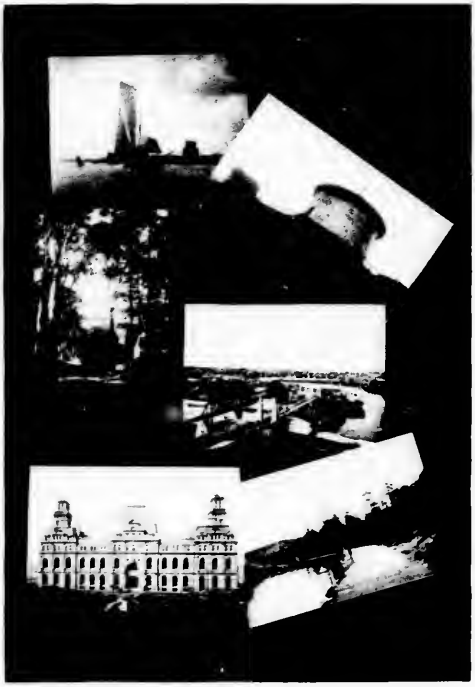


Ball's Lake.
Loch Lomond.

Lake Scenes near St. John.

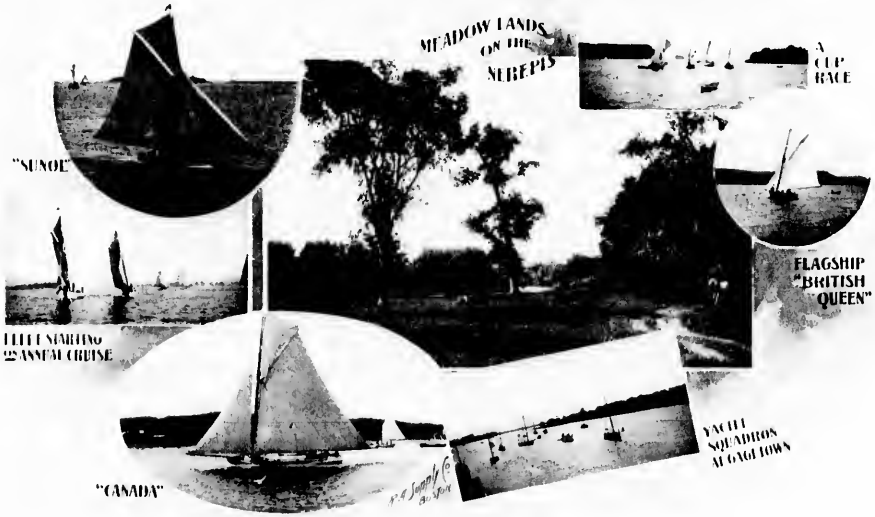
Ashburn Lake.

The Grand Falls of the St. John.



St. John Views.

The Harbor.
Rockwood Park.
Custom House.
Martello Tower.
The Falls.
Rockwood Park.



Scenes on the Annual Cruise of the Royal Kennebecasis Yacht Squadron.

Types of New Brunswick Architecture.

Fredericton (N.B.) Architecture.

Anglican Cathedral. Queen Street. Parliament Building.

Panoramic View o St. John H

Taken from the Custom House, and showing Carleton and th C. P. R. Deep

Panoramic View of St. John Harbor.
wing Carleton and the C. P. R. Deep Water Terminus and Elevator at Sand Point.

Nooks on the Nerepis River, a Tributary of the St. John.

The Valley of the St. John.

NEW BRUNSWICK'S proudest heritage from Nature is her St. John River. It bears the life blood of the Province; it is the main artery along which its youthful vigor pulses. Away in the dark woods of Quebec it gets its birth; and far to the northward, hundreds of miles away, each spring the virgin forest gives up of its young giants an offering to the river, which are borne down on the rushing torrent to build cities, and factories, and homes in other lands. Then along the placid waters of the lower river bask in the sunlight the rich farm lands that are a perennial source of wealth to the Province. It is the river St. John that has made New Brunswick, and New Brunswick has a duty to perform in the making of the river St. John. The Province should do its utmost to make its beauties known, to make it the shrine to which would come annual pilgrimages of thousands of worshippers. It needs only to be known for its glories to be appreciated, and the world awaits the inspired poet and artist who with pen and brush will give the river a celebrity wide as the continents. Poetry and art cannot be subsidized, and the fates must be allowed to take their own time in giving to the St. John a singer worthy of his theme; but he will yet come.

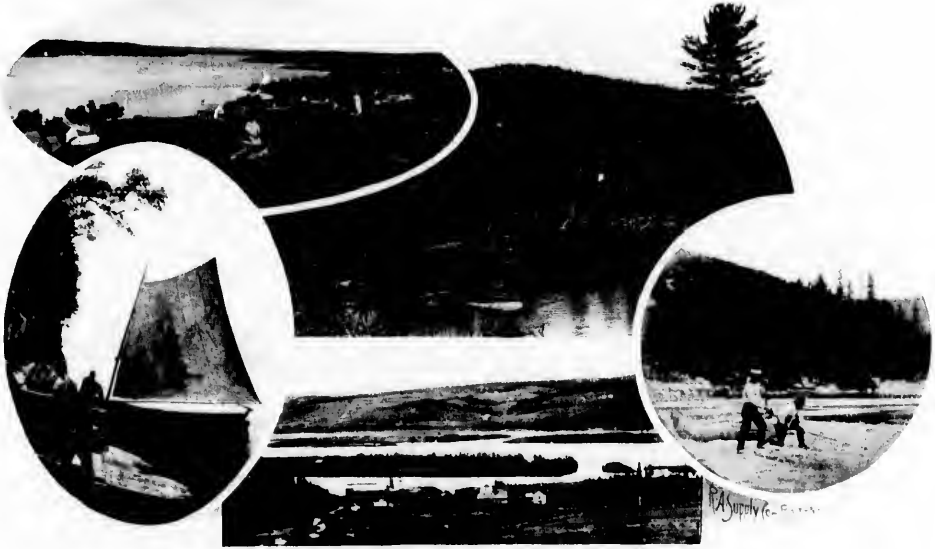
Some have called the St. John the Rhine of America, or have compared it to the Hudson; but it

A Summer Afternoon on the Nerepis.

is unnecessary to liken it to other famous rivers. It has an individuality all its own, and along the parent stream and the tributary rivers, the Kennebecasis, Bellisle, Washedemoak, Tobique and Aroostook, Nature is seen in all her changing moods, grave and gay, sublime and picturesque, terrible and tender. It is a river to study, to commune with, to interpret its mysteries, to imbibe its atmosphere, to become *en rapport* with its spirit. It suggests more than written lore; it unfolds the book of life of which we can read but a poor part. Nature is here in all her majesty and splendor, and man must bow in humility and awe that he cannot understand her. The river has the æsthetic, refining, ennobling influences of song, and art, and poetry; it induces feelings of reverence and thoughtfulness more than does a sermon; it stirs the emotions and raises the soul above the base things of life as nothing else can. It impresses upon one the solemnities and responsibilities of living, and leads him up to noble ideals.

There are no ancient ruins along the St. John, but the storied lore of the river is full of romance and the tale of heroic deeds. Where is there in history a more heroic figure than the Lady of Fort St. John, whom that graceful romancist, Mary Hartwell Catherwood, has crowned with a halo of glory? The memory of Madam La Tour should be in every heart, her name on every tongue, and the episode in which she figured,—like the stories of the castles and their war lords on the Rhine frowning across at one another, —the feuds of the families of La Tour and D'Aulnay, should be sung in the loftiest epic strain. She was a woman who combined the calm, considering courage of Grace Darling; the heroic, majestic mien of Joan of Arc; the resolute, unconquerable will of a De Medici, and yet, withal, the tenderness of a true woman.

It would take many rolls of parchment to describe the St. John, and then the tale would not be told. Better than reading is the experiencing, and better than anticipation is the realization. Enjoy the trip to Fredericton in the palace steamer Victoria; take birch and paddle and glide over the mirror surface of the Nerepis winding in serpentine course through the rich alluvial intervales; rough it on a wood boat, or upon a raft, or under canvas on the river's banks, or careen through the dashing foam before a stiff



Views on the St. John River.

breeze in a yacht; explore the many tributary streams rivalling their parent in beauty; take your wheel and pedal down the banks of the Oinabog where the estuary lies below crossed by narrow ribbons of tree-rimmed bottom land; shoot the rapids of the Tobique and Meductic; observe the Grand Falls in all their sublimity, and you will have begun to taste the delights of the river. And in the dusk of the evening watch the grey mist settle down upon the marshes and the eyes of the river grow heavy with sleep, and hear the hushed voices of the night crooning their cradle song to the children of Earth. The whole diapason of the emotions is touched just as the river is seen in her different moods and at different places and times, in the calm hush of evening, in the anger of the tempest, where the hay-piled "straddles" and the waving foliage throw shadow pictures in the placid stream, where the rushing waters pile in mighty tumult, where the banks beetle in forbidding cliffs and cañons, or where they slope away in receding terraces of verdure to the distant rounded hills.

The building of the palace steamer Victoria establishes a new era in the navigation of the river, and brings Fredericton within less than five hours' distance of St. John. The Victoria was built in the Diamond Jubilee year of Her Majesty's reign, and it is within the range of probability to expect that from this event will date the beginning of St. John's fame as a tourists' resort. Search world wide and no more delightful day can be spent than upon the Victoria, basking in the river sunshine and breezes. The Star Line Steamship Company have a trust reposed in them to make known the beauties of the river upon which their fleet of steamers ply, and the people of St. John bear the same obligation resting upon them. But the bread which they scatter upon the river will return to them after many days. Effort in this direction will not be wasted, but will be very fruitful of results.

The Victoria is a magnificent steamer in every respect, stately and glistening white in the sunshine, and carrying upon her paddle boxes the Royal Arms in gold. She is graceful in her lines, and no faster boat cleaves inland waters on the continent. She can do twenty miles an hour; and while she has not yet

Intervale Lands on the St. John.

tried for a record between St. John and Fredericton, she did the eighty-four miles on July 12, 1898, with eight hundred people on board, in five hours. She was built to make the round trip, Fredericton to St. John and back, in one day, giving tourists a pleasant ten hours on the river. It has not been found advisable yet to run on such a schedule, and the Victoria and David Weston make alternate trips, one going up river and the other coming down each day. The line offers at a cheap rate a pleasant day's outing, going up to Fredericton by either of these boats in the morning, and returning to St. John in the evening by train.

The Victoria is 200 feet in length by 57 feet beam, and registers 1,003 tons gross. She is certificated to carry 969 passengers, and her interior appointments are luxurious and magnificent. The spacious grand saloon is elegantly upholstered and furnished, and is finished in mahogany and pine. It is painted in whi, picked out in gold, which gives the apartment a particularly bright and fresh appearance. The dining saloon, ladies' cabin, parlors and staterooms are complete in their arrangements, while the promenade decks are large and well shaded. Captain C. W. Starkey with his hand on the wheel, and Engineer W. I. Barton with his grasp upon the lever, have quite a responsibility upon their hands, for the Victoria cost $75,000.

The other steamers of the Star Line fleet plying upon the river are the David Weston, on the St. John-Fredericton service; the Olivette, also running on the main river; the Aberdeen, on the route from Fredericton to Woodstock; and the Springfield, navigating Bellisle Bay. The David Weston is a very fine craft, 180 feet in length, with twenty-seven and one half feet beam. She registers 765 tons gross, and can carry 600 passengers. Her speed is seventeen miles an hour. She is commanded by Captain C. C. Taylor, and H. Allen is her engineer. The manager of the Star Line is Mr. George F. Baird, and their head office is at Indiantown where desired information in regard to touring on the river may be obtained, and charts of the river secured that are an invaluable aid to tourists.

The sportsman will find no better field for hunting big game on the Atlantic coast than in the St. John River valley. It is, in fact, one of the greatest game preserves on the continent. The moose, caribou

New Brunswick Hunting Scenes.

and deer have not been killed off here as they have in Maine and Quebec, the local government having taken every precaution to protect the denizens of the forests. Moose are found in at least twelve of the fifteen counties into which the Province is divided, and in every county either moose, caribou or deer run free. The great stamping ground of the king of the forest, the lordly moose, is in the region to the east and north of the St. John and to the north of Kings County, in the counties of Queens, Sunbury, York, Carleton, Victoria and Northumberland. Here along the valleys of the Washedemoak, Grand Lake, Nashwaak and Tobique the hunter can obtain all the sport he desires, with moose horn and snow shoes tracking the bull moose to his feeding ground. The record moose shot in the Province was one killed in the season of 1897 by Mr. Decatur, of Portsmouth, N.H., on the Deadwater Serpentine, Tobique, whose antlers had the magnificent spread of sixty-six inches, and whose carcass weighed 900 pounds. Sir Harry Burrard shot a moose in the Province some years ago with a spread of sixty-three inches, and the mounted head was presented to the Prince of Wales. Competent guides can be obtained in all the hunting districts, and the Crown Land department of the Province of New Brunswick will furnish all information desired. Their booklet of detailed instructions entitled "Gun and Rod in New Brunswick" should be secured by prospective huntsmen. The party of hunters and guides seen on the opposite page in the midst of the trophies of the chase are from the Happy Land of Canaan in Queens County and the Washedemoak country. They have evidently been very successful, but no more so than an experienced big game hunter will be in any of the favorite hunting grounds of the Province.

Officers of Board of Trade, St. John.

St. John, a Commercial Metropolis.

ST. JOHN is just now starting upon an era of increasing prosperity as a commercial metropolis. The labors of her energetic merchants and citizens, in laying before the world her natural facilities and capabilities and inviting capitalists to invest here, are beginning to bear fruit. Moneyed men are commencing to see what the resources of the New Brunswick metropolis are as a shipping port and manufacturing centre, and whereas the days of St. John's pristine fame as a city of shipyards, and as one of the first ports of the world in registered tonnage, have passed with the advent of iron ships, this will all be replaced by other activities just as important and capable of great expansion. The growth of the winter port trade and the establishment of the pulp industry here are only two lines in which St. John may develop large interests.

The Common Council and the Board of Trade deserve much credit for what they have accomplished in diverting to this port a good share of winter freight shipments. Unaided almost, they have won the city's battle for recognition by the great shippers of the West and the carrying trade. They have provided at Sand Point, at a cost of nearly three quarters of a million dollars, extensive terminal facilities, including four deep-water berths for steamers of the largest capacity. This year (1898) will see there an elevator built by the Canadian Pacific Railway of over a million bushels capacity, and a most modern equipment for the rapid handling of cargoes. The volume of winter exports through this port has been doubling each year for the last three years, and with larger steamers and a new line going on the route from St. John to Manchester for the season of 1898-9, there is every

Officers of Exhibition Association, St. John.

indication that the business will again be doubled this year. The Intercolonial Railway is supplementing the efforts of the city by taking steps to provide at least two more deep-water berths for trans-Atlantic freight liners, beside an elevator of half a million bushels capacity at the head of the harbor.

St. John is happy in having at the head of its affairs a class of men above reproach. Her recent mayors and aldermen have given the gravest attention to the matters before them, and have acted with boldness in grasping opportunities as they came. The Board of Trade have ably seconded the efforts of the Common Council. This august body, which was established in 1819, and has therefore almost reached the three score and ten, has grown with the years increasingly active until now it stands as a sort of upper chamber to the Common Council, and its advice is sought and heeded by the Council when they have to deal with any question of a commercial nature. This body was formerly a Chamber of Commerce, and was incorporated as such about sixty years ago. In 1872, however, it obtained a charter of incorporation as the Saint John Board of Trade. There are 155 members enrolled on the Board, including the most influential business men of the city. Mr. D. J. McLaughlin is President, Mr. W. M. Jarvis, who is also president of the Board of Trade of the Maritime Provinces, is Vice-President, and Mr. F. O. Allison is Secretary. Among the more recent presidents of the board, dating from 1877, were Messrs. W. C. Watson, S. S. Hall, T. W. Daniel, James A. Harding, W. H. Thorne, J. de Wolf Spurr, George Robertson, W. Frank Hatheway, W. S. Fisher and D. J. McLaughlin.

As a result of the mission of Mr. George Robertson, ex-mayor of St. John, to Great Britain this spring, as a special commissioner appointed by the Common Council to lay before the commercial public the advantages of St. John as a shipping port, etc., a dry dock has now come within the range of probability, and it is likely that with Imperial aid promised, as well as Dominion, provincial and local subsidies, a company will be formed in Great Britain with a capital of a million dollars to construct a dock. Another result of Mr. Robertson's mission to England will be the establishment this winter of a freight line to Manchester, which will ply in addition to the several regular lines which have been running to Liverpool, London, Glasgow, Dublin and Belfast.

Officers of New Brunswick Tourist Association, St. John, N.B.

Mr. Robertson also succeeded in securing capital for a new St. John industry,—the manufacture of pulp wood. The Messrs. Mooney are now rapidly pushing to completion at Mispec a pulp mill with a forty ton plant and a capacity of eighty tons per day. This industry, which was promoted by this enterprising firm of contractors, is backed by Scotch capital, and the stockholders, who are chiefly leading Scotch paper makers, are organized into the St. John Sulphite Pulp Company, Ltd., with capital stock of $300,000. This is the start of what promises to be a big industry on the St. John, employing thousands of hands. Mr. Robertson succeeded in interesting Capt. Partington, the great Manchester capitalist, in the industry, and he has taken two thirds of the stock of the projected Cushing pulp mill, which will be built at the famous Reversible Falls of the St. John and will have a fifty ton plant. The two mills will each employ from 150 to 200 hands.

Reference was made to St. John's past fame as a ship building port. Attention is now being directed to the city's facilities for taking up the building of iron ships. These facilities are considered to be excellent, and at no distant date this very important industry may obtain a foothold here.

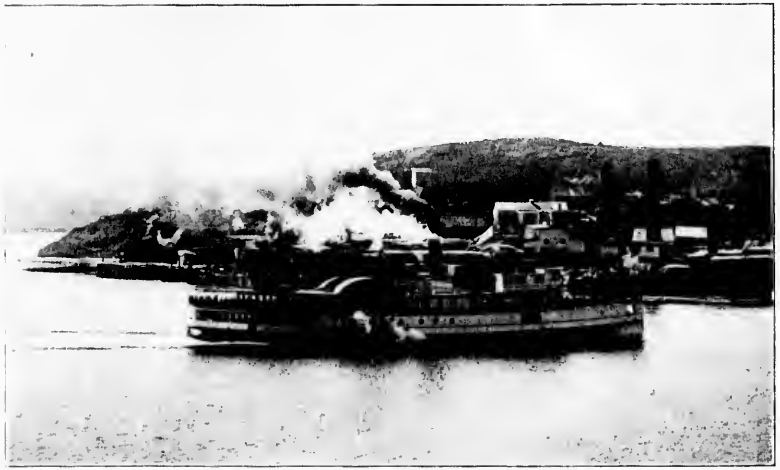
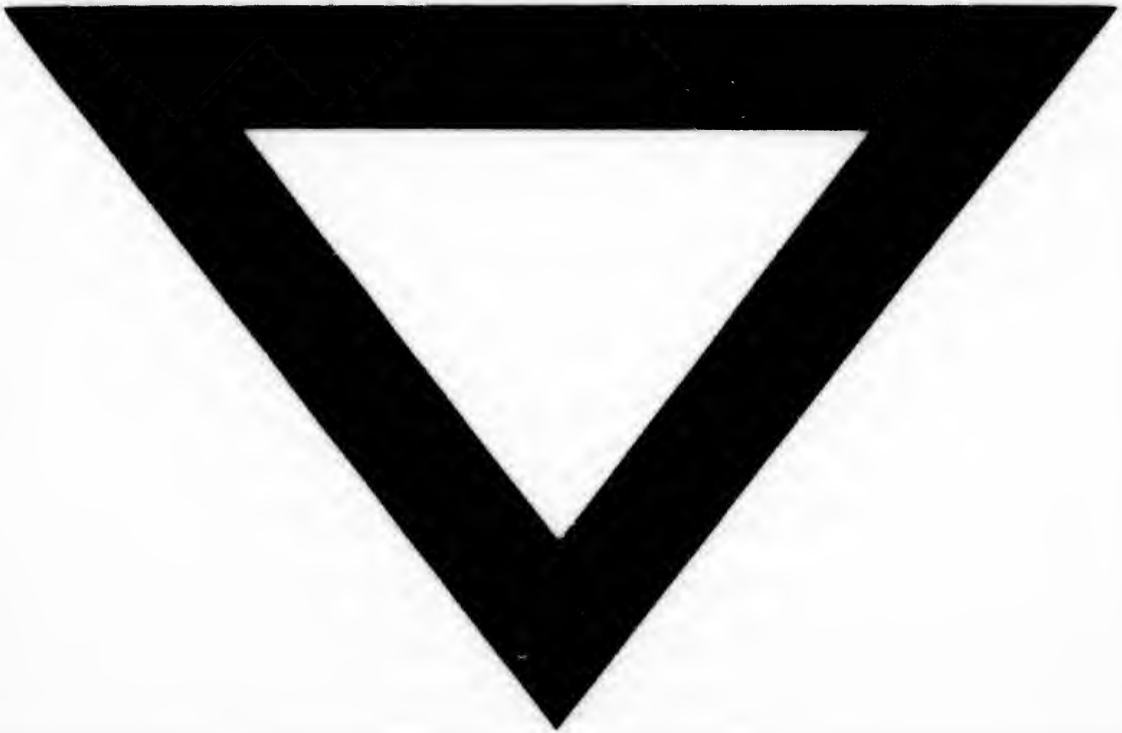
St. John's chief importance is as a lumbering city. Thousands of men are employed in the lumber mills about the city, and the lumber exports show no abatement. Last year (1897) was the banner year in amount of lumber exports from this city. There was the magnificent total of 340,000,000 superficial feet of lumber shipped, 244,000,000 being destined for British consumption, and 98,000,000 for foreign ports.

A distinctive feature of the city's activity is the International Exhibition, which each year attracts thousands of people from all over the Maritime Provinces, Maine, Quebec and other places. Exhibitions in St. John have seen many ups and downs since the first one was held in 1851, but under the present energetic management they have become established on a substantial footing, and have become a permanent force in the community, affording a good advertisement for the city and its business, promoting intercourse with the country districts, and having important educative results and disseminating valuable industrial and agricultural information. The recent annual exhibitions have met with such success as to win the hearty co-operation of citizens, Common Council and

Officers of Fredericton Tourist Association.

Provincial Government, and so the annually recurring events are improving in their attractiveness and usefulness. Besides the mammoth industrial building, large agricultural, poultry and amusement halls have been erected, and the stock and poultry shows, fireworks, special attractions and all the other departments are of the best. This year a special feature was the Natural History Department, where were exhibited the *fauna* and *flora* of the Province. The active and energetic officers of the Exhibition Association are W. C. Pitfield, President; W. H. Thorne and R. B. Emerson, Vice-Presidents; A. Macaulay, Treasurer; C. A. Everett, Secretary and Managing Director.

The Province of New Brunswick is awaking to the necessity of increased activity in the matter of placing their attractions before the tourist people of the United States and the upper provinces. The Provincial Government have taken up the matter, and they sent to the Sportsmen's Fair at Boston in March, 1898, a magnificent exhibit illustrating sport in New Brunswick. The holding of a New Brunswick Day further served to draw attention to the Province, and much good will result from the advertising that New Brunswick's streams and woods received. The Boards of Trade and City Councils are also acting in the matter, and two tourist associations have been formed, devoting their attention exclusively to matters pertaining to the dissemination of information in regard to the attractions of the Province as a tourist resort. They have been working zealously and have distributed in the most advantageous way a large amount of literature relative to the Province. Several tourist booklets have been published, well illustrated and setting forth the scenic beauties and climatic attractiveness of the Province. In many ways they have sought to improve the facilities for tourist business and to provide tourists with entertainment while here and to minister to their comfort. The New Brunswick Tourist Association has its headquarters at St. John, and its officers are A. O. Skinner, President; W. S. Fisher, Vice-President; D. W. McCormick, Treasurer; Chas. S. Shaw, Secretary. The Fredericton Tourist Association has for its officers Hon. A. T. Dunn, Surveyor-General of New Brunswick, Honorary President; C. Fred Chestnut, President; Fred B. Edgecombe, Treasurer; Wesley Van Wart, F. B. Coleman, James S. Neill, Members of Council.



The Palace Steamer Victoria of the Star Line.